

COMMERCIAL.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium buyers.

Union Insurance Society of Canton—287 1/2 per share, buyers.

China Insurance Company—168 per share, buyers.

North China Insurance—125 2/5 per share, buyers.

Canton Insurance Company, Limited—274 per share, buyers.

Vanguard Insurance Association—108 per share, buyers.

Canton Insurance Company—170 per share, buyers.

On the 24th inst., Limited—115 1/2 per share, buyers.

Hongkong Insurance Company—322 1/2 per share, buyers.

China Insurance Company—274 per share, buyers.

Hongkong and Shanghai Dock Company, 31 per share, buyers.

Hongkong and Shanghai Steamship Company, 202 per share, buyers.

China and South Sea Ship Company—60 per share, buyers.

Hongkong Gas Company—2130 per share, buyers.

Hongkong Hotel Company—2160 per share, buyers.

Indo-China Steam Navigation Company, Limited—121 per cent. sales.

Douglas Steamship Company—51 per share, buyers.

China Steam Navigation Company, Limited—2147 per share, buyers.

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THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Oceanic*, with the American mail of April 27th, left Yokohama on the 26th instant, at daylight, and is due here on or about the 2nd proximo.

THE CANADIAN MAIL.

The Canadian Pacific Line steamer *Batavia*, with the Canadian mails, left Vancouver on the 1st April, and is due here about the 3rd May.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Taiyang*, from Calcutta, left Singapore on the 22nd instant, and is due here on the 28th.

STEAMERS EXPECTED.

The China Shippers Mutual S. N. Co.'s steamer *Ophack*, from Liverpool, left Singapore on the 23rd instant, and is expected here on or about the 29th.

The 'Glen' Line steamer *Glenlyne*, from London, left Singapore on the 26th instant, and is due here on the 2nd proximo.

The steamer *New Guinea*, left Singapore on the 26th instant, and is expected here on the 2nd proximo.

The P. & O. S. N. Co.'s steamer *Khiva*, left Bombay on the 21st instant, and is expected here on the 8th proximo.

The Ocean Steamship Co.'s steamer *Prism*, from Liverpool, left Singapore on the morning of the 25th instant, and is due here on the 1st proximo.

Shipping.

CITY OF SYDNEY, American steamer, 3,016, J. T. Smith, 27th April, San Francisco 31st March, and Yokohama 21st April, Mails and General.—P. M. S. S. Co.

GLENSHIEL, British steamer, 2,240, R. A. Donaldson, 27th April, London 15th March, Gibraltar 20th, Port Said 28th, Suez 30th, Penang 17th April, and Singapore 24th, General.—Jardine, Matheson & Co.

EUROPA, British steamer, 1,299, Edwards, 28th April, Kobe 20th April, Rice, Russell & Co.

DIAMANTE, British steamer, 514, McCaslin, 28th April, Manila 25th April, General.—Russell & Co.

BENLAWERS, British steamer, 1,513, A. Webster, 28th April, Nagasaki 23rd April, Matches, Gibb, Livingston & Co.

TAISANG, British steamer, 1,505, Jackson, 28th April, Calcutta 11th April, Sandheads 13th, Penang 16th, and Singapore 22nd, General.—Jardine, Matheson & Co.

REMADE, British steamer, 1,331, R. W. Thomson, 28th April, Saigon 21st April, Rice, Gibb, Livingston & Co.

MURAY, British steamer, 1,411, Wm. S. Duncan, 28th April, Singapore 22nd April, General.—Adamson, Bell & Co.

DUBURG, German steamer, 921, C. F. Bertelson, 28th April, Saigon 24th April, Rice.—Tung Kee.

CLIPPER, German steamer, for Macao.

EUROPA, German steamer, for Singapore.

EUROPA, German steamer, for Hongkong.

EUROPA, German steamer, for Chiofo.

ACHILLES, British steamer, for Amoy, & Co.

CHINA, German steamer, for Saigon.

NAMOA, British steamer, for Swatow, & Co.

Taiyang, British steamer, for Singapore, & Co.

April 27, *Prometheus*, British str., for Shanghai.

April 27, *Fushun*, Chinese steamer, for Swatow.

April 28, *Kwangtung*, British steamer, for Whampoa.

April 28, *Amoy*, British steamer, for Whampoa.

Per City of Sydney, str., from San Francisco.

Per *Glenlyne*, str., from London, & Co.—For Hongkong.

Per *Europa*, str., from London, & Co.—For Hongkong.

Per *Diamond*, str., from Manila, & Co.—For Hongkong.

Per *Taiyang*, str., from Calcutta, & Co.—For Hongkong.

Per *Remade*, str., from Saigon, & Co.—For Hongkong.

Per *Muray*, str., from Saigon, & Co.—For Hongkong.

Per *Duburg*, str., from Saigon, & Co.—For Hongkong.

Per *Clipper*, str., from Macao, & Co.—For Hongkong.

Per *Europa*, str., for Singapore.—1 Euro.

Per *Anton*, str., for Hongkong.—150 Chinese.

Per *Achilles*, str., for Amoy, & Co.—400 Chinese.

Per *Namoa*, str., for Swatow, & Co.—400 Chinese.

Per *China*, str., for Saigon.—220 Chinese.

Per *Taiyang*, str., for Singapore, & Co.—513 Chinese.

REPORTS.

The British steamer *Bendalor* reports that she left Saigon on the 24th instant. Had moderate south-east winds and fine weather.

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The British steamer *Taiyang* reports that she left Calcutta on the 11th instant, and Sandheads on the 13th at 2 p.m. Had light winds and fine weather to Penang, where arrived on the 18th at daylight, and left again on the 19th at 4 p.m.; arrived at Singapore on the 21st, and left on the 22nd at 4 p.m. Had light winds and smooth sea to port; arrived here at daylight today.

For Swatow.—Per *Namoa*, to-morrow, the 29th instant, at 9.00 A.M.

For Saigon, Singapore, Batavia, Samarang, and Sourabaya.—Per *Batavia*, on Monday, the 30th instant, at 11.30 A.M.

For Singapore.—Per *Bendalor*, on Monday, the 30th instant, at 4.30 P.M.

For Haiphong.—Per *Emerald*, on Monday, the 30th instant, at 4.30 P.M.

For Yokohama and Kobe.—Per *Glenlyne*, on Tuesday, the 1st May, at 11.30 A.M.

For Bangkok.—Per *Frej*, on Tuesday, the 1st May, at 5.00 P.M.

For Yokohama and San Francisco.—Per *City of Sydney*, on Wednesday, the 2nd May, at 2.30 P.M.

For Straits and Calcutta.—Per *Taiyang*, on Thursday, the 3rd May, at 2.30 P.M.

For Europe, &c.—Per *Therap*, on Saturday, the 5th May, at 11.00 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Hydaspes*, on Monday, the 7th May, at 5.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACHILLES, British steamer, 1,528, C. Anderson, 24th April, Liverpool 10th March, and Singapore 18th April, General.—Butterfield & Swire.

ASHINGTON, British steamer, 856, Reynell, 21st April, Saigon 16th April, Rice.—Wiel & Co.

ANTON, German steamer, 396, E. Aereboe, 26th April, Pakhoi 23rd April, and Hoihow 25th, General.—Wiel & Co.

CHANGSHA, British steamer, 1,464, J. E. Williams, 22nd April, Sydney 27th March, Brisbane 31st, Townsville 3rd April, Cooktown 5th, Thursday Island 8th, and Port Darwin 13th, Coals and General.—Butterfield & Swire.

CHINA, German steamer, 648, Ulderup, 13th April, Haiphong 10th April, General.—Melchers & Co.

CHINA, German steamer, 1,093, P. Hays, 23rd April, Saigon 19th April, General.—Wiel & Co.

DARDANUS, British steamer, 1,600, T. Purdy, 25th April, Shanghai 22nd April, General.—Butterfield & Swire.

ESMERALDA, British steamer, 395, Mottram, 25th April, Haiphong, and Hoihow 22nd April, General.—Arnold, Karberg & Co.

FERO, German steamer, 754, I. N. Hansen, 23rd April, Newchuan, and Chiofo 17th April, Beans.—Ed. Schellhass & Co.

FIDELIO, German steamer, 852, H. Brock, 22nd April, Chiofo 16th April, Beans.—Wiel & Co.

FRISA, British steamer, 1,082, Withycombe, 21st April, London, and Singapore 15th April, General.—Russell & Co.

GEORGINA, British steamer, 1,139, J. Thoms, 27th April, Saigon 23rd April, Rice and Faddy.—Geo. R. Stevens & Co.

HAIPHONG, British steamer, 1,122, Harris, 21st April, Saigon 20th April, Faddy and Rice.—D. L. Sprak & Co.

KUMAMOTO MARU, Japanese steamer, 1,237, J. W. Ekstrand, 23rd April, Kutchinotzu 18th April, Coals.—Mitsui Bussan Kaisha.

LOMBARDY, British steamer, 1,570, C. F. Preston, 23rd April, Yokohama 14th April, Mails and General.—P. & O. S. N. Co.

NAMOA, British steamer, 863, F. D. Goddard, 27th April, Fochow 24th April, Amoy 25th, and Swatow 30th, General.—D. L. Sprak & Co.

NANSHAN, British steamer, 805, G. Blackburne, 22nd April, Bangkok 19th April, Rice and General.—Hop King Hong.

PEKING, German steamer, 955, G. Heuermann, 26th April, Bangkok 21st April, Rice.—Siemssen & Co.

PILOT FIEN, British steamer, 161, A. Stopani, 27th April, Saigon 23rd April, Rice and Faddy.—Geo. R. Stevens & Co.

PROBANT, British steamer, 1,387, G. Heasley, 27th April, Haiphong 25th April, General.—Adamson, Bell & Co.

TANJORE, British steamer, 1,402, F. Speck, 25th April, Bombay 7th April, and Singapore 18th, General.—P. & O. S. N. Co.

TRITON, German steamer, 1,142, Bleicken, 24th April, Saigon 20th April, Rice.—Ed. Schellhass & Co.

WAITING, Chinese steamer, 393, Chang Shing, 17th April, from Tamsui.—Order.

YANGTSE, British steamer, 814, Tonnington, 27th April, Whampoa 27th April, General.—Siemssen & Co.

SAILED VESSELS.

B. P. CHERNEY, American ship, 1,259, Hughes, 25th Jan., New York 17th August, Kerosene Oil.—D. L. Sprak & Co.

CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan., New York 18th Sept., Kerosene Oil.—Russell & Co.

COLUMBIA, German ship, 459, L. Haaslopp, 11th April, Singapore 9th March, Timber.—Captain.

ERLEKINO, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island.—Chinese Customs.

F. H. DEWEES, German steamer, 624, A. H. Rothbart, 15th April, Bangkok 6th March, Rice.—Chiffert.

H. PRINZENBERG, German bark, 550, H. Ahrens, 17th April, Honolulu 13th March, General.—Melchers & Co.

IRIS, British 4-m. schooner, 206, H. C. Swan, 25th April, Fremantle, W.A., 18th Feb., Sandalwood.—Siemssen & Co.

LADY HAREWOOD, British bark, 382, T. H. Williams, 19th April, Honolulu 11th March, General.—Master.

LOONGWHA, British 3-m. schooner, 374, S. A. Lord, 18th April, Gorontalo (Celebes), 8th March, Rattans and Ebony Wood.—Ed. Schellhass & Co.

MOUNT LADON, American bark, 530, Chas. H. Nelson, 17th April, Rajah, Borneo 18th March, Timber.—Arnold, Karberg & Co.

PACTOLUS, American ship, 1,144, H. D. Burnham, 20th April, Shanghai 11th April, Ballast.—Fustan & Co.

PENNSAW, British bark, 729, Geo. Parker, 21st March, Peking 23rd March, Timber.—Lane, Crawford & Co.

SANTA FILOMENA, Spanish steamer, 449, J. de Mediguera, 24th Jan., Tollo 31st Dec., General.—Melchers & Co.

TITAN, American ship, 1,276, Allyn, 28th Jan., New York 28th August, Kerosene Oil.—Russell & Co.

TURTAN, German bark, 438, Roper, 1st April, Singapore 20th January, Hardwood and Timber.—Chinese.

YOUNG SLAM, Chinese bark, 750, Koeh, 26th April, Bangkok 28th March, General.—Order.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Opack	Liverpool	April 29th	Arnhold, Karberg & Co.
Ancona	London	May 1st	P. & O. S. N. Co.
Priam	Liverpool	May 1st	Butterfield & Swire.
New Guinea	Singapore	May 2nd	Adamson, Bell & Co.
Glenlyne	London	May 2nd	Jardine, Matheson & Co.
Oceanic	San Francisco	May 2nd	O. & O. S. S. Co.
Batavia	Vancouver	May 3rd	Adamson, Bell & Co.
Khiva	Bombay	May 8th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

STEAMERS LEAVING FOR HONGKONG.			
DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Tcheran	P. & O. S. N. Co.	May 5th, at noon.
London, via Suez Canal	Achilles	Butterfield & Swire.	May 10th, at noon.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes	May 10th, at noon.
Bremen, & Ports of Call.	Bayern	Melchers & Co.	May 9th, at 4 p.m.
London, P.C., via K.	Katania	Adamson, Bell & Co.	May 10th, at 3 p.m.
New York, via Suez Canal	Strathleven	Adamson, Bell & Co.	About May 5th
San Francisco, via Panama	Oceanic	O. & S. S. Co.	May 10th, at 3 p.m.
San Francisco, via Ybama	City of London	Butterfield & Swire.	May 2nd, at 3 p.m.
Port Darwin, &c.	Changsha	James MacCall S. S. Co.	After May 2nd
Ambarang, Sourabaya, &c.	Bantam	Butterfield & Swire.	May 10th, at noon.
Straits, Colombo, &c.	Tanjore	Jardine, Matheson & Co.	To-morrow, daylight
Alcutta, via Straits.	Taisang	P. & O. S. N. Co.	May 3rd, at 3 p.m.
Pokohama, via N'aki, &c.	Hypades	P. & O. S. N. Co.	May 8th, daylight.
Pokohama and Kobe	Glenshiel	Jardine, Matheson & Co.	May 1st, at noon.
Changhai	Kwongsang	Jardine, Matheson & Co.	About April 30th.
Changhai	Glenly	P. & O. S. N. Co.	Quick despatch.
Changhai, via Amoy	Priant	Jardine, Matheson & Co.	About May 3rd.
Changhai, Kobe, &c.	Moray	Butterfield & Swire.	May 3rd.
Changhai, Kobe, &c.	New Guinea	Adamson, Bell & Co.	To-morrow.
Manila, via Amoy.	Diamante	Adamson, Bell & Co.	May 1st.
Haiphong	Emeralda	Russell & Co.	May 14th, at 4 p.m.
Haiphong	Freije	Arnhold, Karberg & Co.	May 1st, daylight.
		Arnhold, Karberg & Co.	May 2nd, daylight.

situation, wherein the State and local Governments make application to the Executive for the assistance of the military arm of the Government.

PARIS, March 26th.
The police seized many voting papers issued in behalf of General Boulanger at the name of the printer, M. Laguerre, will intercept the Government in regard to the seizure in the Chamber of Deputies.

The hearing before the Court of Inquiry in the case of General Boulanger was held to-day. The court afterwards gave its judgment, but the nature of the decision will not be divulged until after it has been submitted to President Carnot. It is reported that the court decided against General Boulanger. The crowd which gathered cheered.

BRUNN, March 26th.
Further particulars have been received here of damage done by the floods in the Vistula river and its branches. The dyke on the Nogat has burst, the adjoining country has been overflooded, and the inhabitants of the place have fled to the town of Elbing. The suburbs of the latter place are all flooded. The population of Marienburg, on the Nogat, has escaped from the town with difficulty. The prisoners in the jail were rescued by the fire brigade. The town is inundated. Eight villages at the mouth of the Vistula are submerged.

LONDON, March 26th.
Thousands of persons are dying of starvation in the inundated districts of Hungary. The Minister von Puttkamer has started for the flooded districts. Forty villages are inundated and two people have lost everything they possessed.

ROME, March 27th.
The Pope has created M. Loubat, of New York, a Roman count. Loubat, one of the heroes of the big Union Club scandal several years ago, is in Paris. His friends of this city believe that he is the gentleman honored. The title has been but once before conferred upon a citizen of the United States, in the case of John Good, a Brooklyn rope manufacturer, some months ago.

LONDON, March 27th.
It is reported that it has been necessary to put Russia in a private asylum for the insane. Recently, while he was at Sandgate, he had a freak of ringing bells throughout the day, having purchased them for that purpose. He then became violent. There is no doubt that his mind is failing.

ST. PETERSBURG, March 27th.
The *Nova Vremya* publishes an interview with Count Schouvaloff. Russia, he said, must pursue an independent and passive policy. Germany's future was secured by her excellent military organization, which would not be altered by any change of rulers.

PARIS, March 27th.
A committee of eleven members of the Chamber of Deputies has been appointed to consider the proposal of the Panama Canal Company to issue a lottery loan. Five of the members are in favor of the loan and four opposed to it, while the other two desire to make a more minute examination of the question.

OTTAWA, March 27th.
The resolutions declaring in favor of a separation from the Canadian federation in the event of the resolution for unrestricted reciprocity with the United States being defeated, are under consideration by the leading men of the maritime provinces. The Ministerialists maintain that the reciprocity resolution will be defeated by between forty and fifty majority.

DOUBTS FERRY (N.Y.), March 27th.
A severe explosion was felt throughout Westchester county this morning between 8.10 and 8.20 o'clock. Doors and windows of houses were rattled and people thought they had experienced a shock of earthquake. Information received by telephone is to the effect that a large quantity of powder exploded in the Sycamore powder factory near Ashford. At the spot where the mills stood there is a hole big enough to bury a house. Two workmen were blown to atoms. They were the only men in or near the works.

NEW YORK, March 27th.
President James Faulkner, of the defunct First National Bank of Danville, N.Y., deceased for Canada shortly after the bank closed its doors, for want of \$20,000, in September last. After Faulkner's death a man was arrested in Toronto for intoxication and being a suspicious character. It proved none other than Faulkner. Then he went to Europe, but negotiations opened with the officials there resulted in his going back to Hamilton, Ont. The New York officers went there, Faulkner gave himself up, went before the Grand Jury and made a clean breast. The result is that last week a brother of Mr. Faulkner was arrested with the cashier of the bank.

General Faulkner was chairman of the convention that nominated Cleveland for Governor, and did all he could to defeat Cleveland in the convention. Now he is a prisoner, charged with taking \$150,000 of the bank's money unlawfully. The bank and the brothers were locked upon as solid, and when the crash came the depositors lost every cent they had. It is charged that \$100,000 in promissory notes were floated in the State banks and allowed to go to protest, all of which were made by Faulkner Brothers. General L. Faulkner and the cashier had no knowledge of the return of James F. until they were arrested.

BERLIN, March 27th.
The banks of the Elbe are flooded for a distance of many miles. Hundreds of villages are submerged. An enormous amount of damage has been done and many lives lost.

LONDON, March 27th.
Lord Salisbury had a prolonged interview with Baron de Staal, the Russian Ambassador, to-day, at which fresh proposals with regard to Bulgaria were discussed. It is reported that the result of the conference was an approach to an *entente*.

BALTIMORE, March 27th.
Captain William F. Phillips, of the oyster boat *Hayward*, was placed on trial to-day charged with cruelty to seamen. The acts specified in the indictment are that Phillips hanged three men aboard his schooner in November, and that after leaving her repeatedly kicked and starved them and several times locked them in the hold of the vessel among the oysters. The men finally concluded to escape. They stripped themselves, put their clothing in a tub, launched it and started to reach the shore. They swam and floated the tub to another vessel, but while clinging to the chains of the bowsprit were recaptured and returned to the schooner. Almost famished and in a nude condition they were immediately put to work, but Phillips afterward released and gave them some old clothes. Finally they were put ashore in the Hong Kong river in the dead of night. They walked to this city.

BERLIN, March 27th.
The Empress Victoria, replying to addresses presented to her by seventeen associations of which she is a patroness, says her foremost and most sacred duty will be to care for her suffering husband. She is conscious of the task devolving upon her as Queen and Empress, and will accomplish it to the best of her ability. At the same time, she is reminded that she has other social duties, moral and intellectual. The education of women, the sanitary condition of the laboring classes and improvement of the facilities by which women may earn a livelihood will constantly be before her. The noblest vocation of a princess, she says, is untiring activity in the work of ameliorating the suffering of the laboring classes. Owing to the difficulty of her task, she is doubtful whether she will succeed as well as she desires.

The Emperor Frederick has signed a bill extending the legislative period of the Reichstag to five years.

Princess Bismarck yesterday celebrated the jubilee of donning his military uniform by a dinner, at which Count von Moltke, General Schellendorf, Minister of War, General Albrecht, and others were present.

The *North German Gazette* suggests as a suitable monument to the late Emperor the erection of a magnificent memorial church, fronted by an equestrian statue of the Emperor William, in the Lustgarten, near the Schloss. It says that such an edifice would serve the purpose of a German Pantheon.

The order of the Black Eagle has been conferred upon Prince Frederick of Hohenzollern. The newspapers here make sinister comments upon the elections in France on Sunday to fill vacancies in the Chamber of Deputies, when in the Department of Rhone-Elbe Pyat was returned, and in the Department of Aisne Boulanger received a plurality. The *North German Gazette* says the votes of the French people tend more toward the dangerous alternative of reaction or revolt. The *Kreuz Zeitung* says: The end is near, but it is hard to say who will give the present regime in France its death blow.

LONDON, March 28th.
Joseph Chamberlain was presented with the freedom of the city of Birmingham to-day. He made a speech upon the fisheries question, and spoke in the highest terms of the American people. His remarks were greeted with applause. He was followed by John Bright, who, in proposing the toast "Our Kinsmen," said the English had the right to call all people on the other side of the Atlantic their kinsmen, and that Englishmen were entitled to look upon a man-as-an-enemy-to-mankind who would do anything to excite anger, disorder or dispute between America and Great Britain. There were other questions besides the fisheries question which ought to be considered. For instance, the commerce of America and Canada had built high walls and had called them tariffs. Those walls prevented freedom in trading. The Canadians wished these barriers abolished and he was perfectly certain it would be accomplished. His opinion was that if the economical factors were so strong, there would be a tendency hardly resistible to get over the sentiment that it was better for Canadians to be associated politically with Great Britain than with the United States.

He considered an imperial federation impossible. The scheme was no better than a dream. He would like to ask the advocates of federation whether they were likely to link themselves with the stupid foreign policy of England, entering into quarrels and wars with people 10,000 miles away. He had, however, the strongest belief in a great future in the English colonies, which he hoped would be strengthened by amicable relations with the mother country. Might they not hope for the highest and noblest federation under different governments? It might be, but united by race sympathy, freedom of industry and communion of interests—the federation of perpetual peace—that would lead the world to that better day that all hoped for and believed in, although it might not be permitted their mortal eyes to behold it.

PARIS, March 28th.
I have just returned from the Hotel du Louvre, where, after waiting for three hours I had the pleasure of seeing General Boulanger. Since the sentence passed on this officer by the Commission of Inquiry became known, thousands of people have presented themselves at the General's abode, and bushels of letters and telegrams have been sent him. It has been a very difficult matter to see the General, but having received from him some time ago an amiable letter inviting me to call on him whenever I chose, I used this as a passport. I found Henri Rochefort, Count Dillon and two strangers in the General's room. Boulanger seemed very calm, but looked tired, upset and flushed. His friends did all the talking.

I expressed my sincere condolence and said: "The last time I saw you, Monsieur le General, you said that your position prevented you from speaking. Now, after what has happened, it would be of much interest to the world, which has hitherto been in the dark, to hear you as a man ill-advised and injudicious would speak." The General, with a very beautiful smile, said: "I am extremely sensible of the kind sympathy of your journal, and would, through you, express thanks to its directors, but, mon cher gargon, what is there to say? My friends here and I are quite dumbfounded by the events. We do not understand it at all. I can but bow to the judgment of the Commission of Inquiry, for I am a soldier still."

Yes, said Rochefort, who was terribly excited, you call this to judgment, and you can suffer and be still. Is it part of your heroism, and perhaps your best way of refusing all these abominable calumnies. But, happily, we are here, your friends, who are bound by no such considerations, and we say that your condemnation is an infamy, and that, taken in conjunction with the acquittal of Wilson, is the most abominable piece of robbery that ever politicians have committed. It is incredible. Here is the republic; the virgin for whom I battled in my youth; an honorable dame, certainly. Why, it is enough to make one almost regret the empire! I have five hours yesterday evening after the acquittal of the one was known and the condemnation of the General was expected, in going about Paris to learn the public feeling, and everywhere the same words were repeated. It seemed that this short sentence said all that could be said. I heard it repeated not twenty times, but hundreds of times in one evening.

Deputy Laguerre then came in, in the greatest excitement. He was boiling with rage, but almost broke down as he embraced his friends. The Louvre courtyard was packed as I made my exit, but at least a third of those present were police spies. A whole regiment of mouschards has been let loose in the Rivoli quarter, and the most serious preparations are being made to check any manifestation. The Government have decided, however, in case of anticipated riots, to leave the matter in the hands of the police exclusively. It would be to provoke a pronouncement which might be interpreted as a declaration of war against the Republic. The soldiers are devoted to Boulanger, and nowhere is his disgrace more keenly felt and resented than here in the barracks. The officers are divided on the question, the older men being satisfied with the action of the Government in removing one of whom they were jealous. The juniors are furious. Among civilians the bourgeoisie is satisfied, but among bond-fide workmen indignation is so great that the fears of the Government appear exceedingly well founded. The anarchists and socialists are placed in ambush as they look on Boulanger as the enemy of that universal peace which is their pet hobby. Their indignation, however, at the acquittal of Wilson, is unlimited.

General Boulanger has decided to withdraw from the election contest and to accept the candidacy for the Department of the Nord. He will issue an electoral address immediately and make a personal canvass. The Nord election is fixed for April 15th.

Telegrams, written by Boulanger in cipher, are reported to have come to the Minister of the Interior. These dispatches are said to implicate Boulanger in a conspiracy.

CHICAGO, March 29th.
Captain Paul Boyton, the noted swimmer, had an experience in Lake Michigan on Sunday which he thinks he will not forget for some time. The captain has grown heavy during the winter and

to reduce flesh he recently began taking pulls out in the lake in his rubber suit. Tuesday morning at 7 o'clock he left Fullerton avenue for a swim to South Chicago and returning met with the most thrilling adventure of his life, in which he battled for hours with a great ice floe and was carried many miles out into the lake, stripped of navigation instruments and lost for hours in the cold, bleak waste of drifting ice, hanging clouds and struggling ducks and gulls. From 7 a.m. until midnight the captain was without food or drink. The chill of the ice water had driven him to the desperate resort of hard work all that time to keep up a vigorous circulation so he would not chill and perish in the lake.

At midnight when he was rescued at the Crib two miles out on the lake his vitality was almost gone. Stimulants were needed, and the daring swimmer began to bed. A telephone message was sent to the police that the captain was saved by them and taken to his little family, a wife and son, who were distracted by his long absence, and supposed he had perished. Captain Boyton was in bed when a reporter called at his house last night. He was exhausted, the reaction from his desperate excitement of the day before having made him weak and sick.

"When I entered the water at 7 a.m.," the captain said, "there was a fresh west wind, a swim about two miles, intending to clear the Crib for a swim to South Chicago. Just about the limit of my run I began to meet ice. I pushed through it for a time and then ran on to some floes, on to which I climbed. Meanwhile a heavy sky had shut out all view of the sun, and the wind had got the ice together. I struggled for awhile in what I thought was the western border of the field and then ran into what I thought was a pocket. I pulled through it and came again to the straggling floes. I must have fought them until 1 o'clock before I missed my compass. When I looked to get my bearings, having noticed that the city had gone from view, I found that I was in the land which I had crossed. For my body had either been severed by a piece of ice or had become unbuckled, as it was gone. The sun was hidden and there was nothing by which I could get my bearings. The water was cold and I had been in it so long I began to get drowsy."

"Chills ran through my veins in quick succession, and I saw I must either pull out for some where or perish. I looked about and saw the field of ice was at my feet. I swam feet foremost and then concluded I had only to pull from the ice to reach Chicago. So I started, and vigorously, too. For five hours I worked, and I never did before. The water was heavy and lifeless. I had to fight for every inch I made. Chicago was still nowhere to be seen, and I had no notion of the time of day. Then I changed my course about half-way round and pulled hard for awhile. The ice gathered about me again, and when night came I was fighting again for my life."

"Sometimes I could dodge a drift, and at others I climbed upon cakes and crossed them. When the moon rose I got a flash of a view of it and then saw my mistake. I had crossed the field in the forenoon, when I started what I thought was a pocket, and all the long pull of the day with the ice at my feet had driven me toward Michigan. The turn I had taken sent me south. I set about and pushed for the moon. At 10 o'clock I saw a faint light in the sky, and an hour later saw it was from the furnaces at South Chicago."

"Then I got my bearings and sighted the lights at the Crib. I pulled up there at midnight and blew my bugle. I must have called a half a dozen times before an answer came. Then Captain McCabe answered my signal and I shouted 'Crib, ahoy!'"

"Age, any, who's there?" the Captain answered. "Pull around to port!"

"When I got there they dropped a bit of a rope, into which I fixed my foot, and they drew me up. They gave me refreshments, put me to bed and telephoned my wife that I was safe. Captain McCabe says that when I left the ice at night it was fully fifteen miles from the shore, and I think he is about right, because the swim in would take the time I used. I have swam greater distances, that was the first time I was ever lost, and the battle with the ice and cold was a more thrilling episode than I want to experience again."

LONDON, March 29th.

The *Daily News* considers Bright's utterances more characteristic than judicious. It doubts the prudence of a man in his position letting the Canadians see that he does not care how soon they set up for themselves.

The *Morning Post* says: There is no need of insisting upon Bright's idiosyncrasies. He appeared as a representative Englishman, and if his god will was not quite tempered by discretion, his words will be judicially interpreted in America.

BERLIN, March 30th.

Terrific rainstorms with sharp lightning and thunder, extraordinarily heavy, are the conditions of the weather. Posen is without gas, the works being destroyed. The Rhine is rising rapidly. The people are evacuating their houses on the lower banks. The inundations yet to come, it is feared, will be wide-spread, as the snow averages four feet deep in the forest lands, and rapid thaws are imminent. Statistics here show that 2000 people of all ages are absolutely homeless in the inundated districts. The Mayor of Dantzig has telegraphed for aid for the sufferers. The distress along the Vistula has exceeded the worst expectations, and there will be no harvest for the inhabitants of the surrounding districts this year. At Posen the military barracks have been opened as a refuge for persons who have been made homeless by the floods. At Cologne several quays have been submerged, and those who inhabit the houses near the banks of the Rhine are leaving them. By the capsizing of a boat near Birtzenberg nine persons were drowned.

FLORENCE, March 30th.

The Italians show every courtesy to Queen Victoria. Among the bouquets which have been presented to her was one from the Horticultural Society of Tuscany, composed exclusively of flowers native to parts of the Queen's dominions. The Himalayas, the plains of India, Burmah, the Cape and Australia were represented. For this attention the Queen, through Sir Henry Ponsonby, signified her gratification.

ROME, March 30th.

King John of Abyssinia has proposed terms of peace to General San Marzano, Commander-in-Chief of the Italian forces in Abyssinia. General San Marzano has communicated the proposals to his Government.

It was officially announced last night that an Abyssinian officer had applied at the Italian outposts for permission to speak with General San Marzano. The officer delivered a letter from King John asking for peace. The Government has instructed General San Marzano to negotiate a settlement. The overtures made by King John are said to be in a measure due to the great scarcity of provisions among his people.

NINGPO.

(FROM A CORRESPONDENT.)

Messrs. P. and G. Davidson left this morning yesterday, so the well known house of Davidson & Co. is closed in Ningpo. The founder of the house was exceedingly popular with the Chinese, who had good reason to express their esteem. The demonstration made yesterday by the

native merchants, bankers and other Chinese, was the largest ever seen in Ningpo. The high opinion was won by the late W. Davidson, who has been well sustained by his successors. It is well known that the Chinese are quick and sure readers of character, and are always ready to show their appreciation of good men. The departure of our friends is a great loss to us all. But the memory of an upright business life is not easily destroyed. Straightforward business men do good wherever they are, and certainly good men from Europe, or America, whether officials or merchants, can do a lasting moral work in China.

And yet notwithstanding their demonstrations of esteem, it must be confessed that the Chinese for their methods of trade are driving foreigners from their ports, perhaps some day the truth will teach them that to expel merchants of all nations but their own, is a policy not free from injury and evil to themselves.—N. C. Daily News.

PEKING.

(FROM OUR OWN CORRESPONDENT.)

April 12th.
The *Ching-ming* of the Chinese, when the people go to worship at the tombs of their ancestors, occurred this year on April 4th. It was a terrific dust storm in the afternoon which, according to the common saying indicates forty-five days of wind and dust, and ruin to the crops. We shall see.

Gold, silver and other metals, etc. are often found in the most unlikely places. Last year I noticed persons digging in the stream that flows in the moat, close to the *Chien Men* in search of gold. The situation was explained by the contiguity of gold shops, as the sweepings of such places are thrown into the moat. There are in Peking a band of some three hundred men who, during the four winter months, a business which consists in brushing up the dry dust of our streets, sieving, or fanning it, and making a decent living of about twenty cents a day, on an average. By far the large quantity of metal found is, of course, iron, in the form of d. st. pellets, nails, etc. which is sold at four large Peking cash per catty. Next to iron they find copper, solder, silver, gold and precious stones. The latter are almost valueless, being crushed by the carts. After sifting together and winnowing three or four small basket shovels (*po chi*) they will secure about a handful of iron debris. This they deposit in a big which they carry round their waists and on returning home they use a long stone to extract all the iron, and afterwards submit the remainder to a washing operation when the silver—the main article sought—is at once seen. On the above calculations there is therefore an army of these metal gatherers, making sixty dollars daily, and this, multiplied by four months, gives over seven thousand dollars! Here is almost an unknown trade proving sufficiently lucrative. The men are scattered over all the city—on the cart as well as on the foot-passage—thoroughfares. Their sweeping can gather but an infinitely small portion of the dust which is blown in by the wind, and is blown by every wind. If all hitherto unexplored portions of the city were to be submitted to chemical analyses what riches would be the result? Here is a new industry! The question may be asked: whence comes all this wealth. The iron is easily accounted for, from the cart-wheels, the animals' shoes and those of pedestrians. The silver, gold, copper and precious stones come from the ornaments of the people who ride in carts. So much is written against the filth and pollution of Peking that the enquiring philosopher may ask: how can it be another El Dorado? Of course such an analysis of the methods would have an end, but what of all China? This wealth is the accumulation of centuries.

Two clks (*Syn-puh-hiang*, male and female) from the Nan Hai have been presented to Admiral Enomoto by the Chinese Government. They have been placed in cages and forwarded to Japan.

In the afternoon of the 9th it rained a very little which allayed our dust for the time being, and provided the atmosphere with some moisture. It had blown every afternoon for the previous three days, and it seems to be taking up the old *adage*—our Peking is a city of dust. Wind and clouds of dust being substituted for rain. The late British Minister said, when he arrived here, that he had come to a city of dust and disdain. The other evening a destructive fire took place in the principal street of the Chinese city and burned down some 30 *chien* or shops.

The Koreans left the capital on the 10th. The Emperor left the Palace at 4.30 on the morning of the 10th and proceeded to the Temple of Agriculture in the Southern city, opposite the Temple of Heaven, where he arrived an hour later and two hours afterwards His Majesty returned to the Palace, having performed the yearly ploughing operation. On the previous day high officials made all the necessary preparations, and foreigners were, as usual, warned to keep away from the route taken by the Imperial cortege. The Emperor ploughed a piece of land about 100 feet long, going up and returning four times. Formerly three turns of the plough up and down were deemed sufficient, but the Emperor Yang-ching having resolved to add a fourth, the figure of the plough has stood at four. Nine great personages are selected, three princes and six high officials, the officials of the Board of Rites having the precedence, to plough a piece of land. They are each furnished with a bullock and a plough and they are required to plough nine times, or in all up and down eighteen times. The seed is formally sown but nothing much is expected from it as the season is not opportune. I suppose, however, the grain thus obtained would be offered in sacrifice at, perhaps, the Temple of Heaven. In ancient times the same rites were performed in Japan—the insular country having copied all its observances from China.

The closing meeting of the Debating Society for the present session took place at the house of Dr. Edkins on the 9th, when Mr. Hancock read a most interesting paper on the Panama Canal, the botany of its district, the discovery of which, among themselves around Panama. On the conclusion of the paper, Mr. Addis gave a clear financial statement of the present condition of the Canal Company, and Dr. Dudgeon a statement of the means which were to be imported Chinese labour and the future prospects of the canal. It was felt that work must be completed either by the French Government or that of the United States. The latter Government might well apply its large surplus revenue to such an international object. A social entertainment then took place.

I heard that a telegram was lately sent to the second city of the British Empire *via* Russia, and was returned from Kiachta by the name of the country was not given. This is very flattering to the city whose motto is *Let Gorky flourish*. The flags of the Legations were hoisted on the 9th in honour of the birthday of the King of the Belgians.

A memorial presented to the throne, the number of destitute persons in Honan is put down at 1,900,000, for whom help is requested from the Emperor. In spite, therefore, of reported large supplies of grain to that province, more help is needed, and of the amount that London subscription is now no longer necessary, the urgency of the case having passed. The memorial speaks for itself.—N. C. Daily News.

Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANT" Captain McCaslin, will be despatched for the above ports, on TUESDAY, the 2nd proximo, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co., General Managers. Hongkong, 28th April, 1888. [467]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship "CITY OF SYDNEY" are hereby notified that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained on Counterstipulation of Bills of Lading. Goods remaining undelivered after the 4th proximo, will be subject to rent. No Fire Insurance has been effected.

CHS. D. HARMAN, Agent. Hongkong, 28th April, 1888.

NOTICE TO CONSIGNEES.

STEAMSHIP "MORAY," FROM GLASGOW, LIVERPOOL, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before No. 10-10-10.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th May, will be subject to rent at the rate of ONE CENT per package per day.

All claims against the Steamer must be presented to the Under-Signed on or before the 4th May, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

ADAMSON, BELL & Co., Agents. Hongkong, 28th April, 1888. [411]

NOTICE.

THE WONG-NEY-CHONG DAIRY FARM, having received by the steamer *Changsha* a supply of MILK COWS from Newcastle, Australia, is now prepared to supply the General Public with PURE COW'S MILK (guaranteed) at 6 cents per ordinary pint (reputed). Orders sent direct to WONG-NEY-CHONG DAIRY FARM, or to the care of Mr. V. DANEN, at the N. N. Naval Yard, will be promptly attended to. Hongkong, 28th April, 1888. [468]

VICTORIA LODGE.

No. 1026.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, on MONDAY, the 25th instant, at 5 for 5.30 O'CLOCK precisely. Hongkong, 28th April, 1888. [466]

Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAT KWAN SHI v. YAU MI HO, No. 42 of 1878, with the approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG the person appointed by the said Court upon the respective premises on the days hereinafter mentioned, viz—

ON THURSDAY, the 3rd day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN FIVE LOTS THE VERY VALUABLE BLOCK OF BUILDINGS situate on MARINE LOT No. 44, MARINE LOT No. 1254, and Section B of MARINE LOT No. 4, and in the best and most central Chinese business portion of the City and with frontages to three important Public Streets, viz—Bonham Strand, Wing Lok Street and Cross Street and comprising—Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Strand. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON FRIDAY, the 4th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN SIX LOTS THE VALUABLE PROPERTY situate on INLAND LOT No. 2050 in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and Nos. 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 132, Hollywood Road situate on the Remaining Portion of Inland Lot No. 384 and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 2122 and the Remaining Portion of Inland Lot No. 2128.

ON SATURDAY, the 5th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN ONE LOT A PIECE OF VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowington between Matheson and Percival Streets and suitable for the erection of a large Godown.

The sale plans can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors, and at Mr. J. M. ARMSTRONG, the Auctioneer. Particulars and conditions of sale may be obtained on application at the offices of Messrs. WOTTON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. EVANS, Solicitor, Hongkong, of Mr. WEBSTER, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer. Dated this 12th day of April, 1888.

ALFRED G. WISE, Acting Registrar of the Supreme Court. [423]

Auctions.

GOVERNMENT NOTIFICATION.

The following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 30th day of April, 1888, at 4 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 21st April, 1888. [434]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of April, 1888, at 4 P.M., by Order of His Excellency the Governor, of Sixteen Lots of CROWN LAND, at Saiyings'p'ui, Victoria, in the Colony of Hongkong, for a term of 999 Years.

No. of Registry No.	Area in Acres	Area in Roods	Area in Poles	Area in Perches	Locality
1128	10	0	0	0	Saiyings'p'ui
1129	10	0	0	0	Saiyings'p'ui
1130	10	0	0	0	Saiyings'p'ui
1131	10	0	0	0	Saiyings'p'ui
1132	10	0	0	0	Saiyings'p'ui
1133	10	0	0	0	Saiyings'p'ui
1134	10	0	0	0	Saiyings'p'ui
1135	10	0	0	0	Sai

A circular stamp, likely a library or archival mark, containing the word 'RECEIVED' at the top and the date 'JAN 19 1964' at the bottom. The stamp is partially obscured by the edge of the page.

**SIX DOLLARS
PER QUARTER.**

Mails.

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS:

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

*N.B.—Cargo can be taken on through Bills
of Lading for the principal places in*

ON WEDNESDAY, the 9th day of May, 1838, at 4 P.M., the Company's Steamship "HAYERN," Captain R. Sander, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m.

Specie and Parcels until 3 p.m., on the 8th of May, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required. The Steamer has splendid accommodation and carries a Doctor and Stewardess. For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th April 1888. f

OCCIDENTAL AND ORIENTAL STEAM-
 SHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO
 JAPAN, THE UNITED STATES,
 MEXICO.

MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"OCEANIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th May at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....	\$200.00
To San Francisco and return, available for 6 months.....	350.00
To Liverpool.....	35.00
To London.....	35.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.	

Passengers, who have paid full fare, re-embark

ing at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or

Passage, apply to the Agency, in the Company
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 24th April, 1888.

CANADIAN PACIFIC LINE.

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE**

THE CANADIAN-PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"BATAVIA".
2,650 Tons Register, Watson, Commander.
will be despatched WEDNESDAY MORNING

To be followed by a Steamer "....." on the 1st June & "PARTHIA" on the 21st June. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines.

First-class Fares granted as follows:—	
To Vancouver and Victoria..(Mex.)	160.00
To San Francisco.....	175.00
To all Common Ports in Canada } and the United States.....	200.00
To Liverpool.....	300.00
To London.....	305.00
To other European Ports at proportional rates.	
Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the	

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 6th May.

All Parcels must be sent to our Office, and should be marked to address in full; and if consignment will be received by our monthly mail steamer.

day previous to sailing.
For information as to Passage or Freight
apply to
ADAMSON, BELL & Co.,
Agents
Hongkong, 14th April, 1888.